



Brisbane Central Business District Bicycle User Group

CBD BUG

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The Right Honourable Graham Quirk
Lord Mayor of Brisbane
GPO Box 2287
BRISBANE QLD 4001
Via email: lordmayor@brisbane.qld.gov.au

Dear Lord Mayor

The Brisbane Central Business District Bicycle User Group (CBD BUG) continues to be deeply disappointed that through the current plans for the Metro your administration plans to downgrade bicycle access across the Victoria Bridge.

In your response to the CBD BUG regarding our submission to the Metro Proposal (LM02117-2017) you stated that 725 bicycle movements occur each weekday on the Victoria Bridge. Your opinion is that this figure is low and justifies transferring all bicycle movements to the western shared path.

The CBD BUG would like to point out that the current unfavourable cycling conditions for those using the Victoria Bridge factor into this patronage figure. In addition, the Cycling Aspects of Austroads Guides 2017¹ (quoting the Queensland Department of Transport and Main Roads' "Road planning and design manual" (2015)) provides guidance for path types and widths for given pedestrian and cyclist volumes. It is shown in Figure 1 in this letter. We note that the Victoria Bridge in 2015 (Data Audit Systems count)² had Thursday peak hour counts of 61 cyclists and 2,007 pedestrians in the 5 pm to 6 pm period. It is absolutely clear from Figure 1 that no matter what the directional split, a 2.5 metre wide shared path, as planned, is completely inappropriate for this pedestrian volume.

The CBD BUG has received reports of pedestrian-cyclist conflict on the bridge. Council's Active Transport Plan envisages that cycling will more than double to 5% of all trips by 2026, which will require a concomitantly higher growth in inner Brisbane. Based on the charts, a wider separated footpath and bike path will be required due to this active transport growth.

Thus, for Brisbane City Council to proceed with the 2.5 metre shared path option will only lead to more pedestrian-cyclist conflict. This will lead to hazards for both walkers and people riding bikes. This flagrant disregard for guidelines will expose Brisbane City Council to legal liability for the conflicts that will inevitably occur because of this poor planned design.

We would also like to point out according to our records, the last action that occurred to increase amenity for people crossing the Victoria Bridge was back in 2009. This was when the then Lord Mayor Campbell Newman agreed to a request by the CBD BUG that for safety reasons the speed limit across the Victoria bridge be dropped from 60 km/h to 50 km/h.³ Since that time the CBD BUG has no record of any works

1

<https://www.onlinepublications.austroads.com.au/items/AP-G88-17>

2

<https://www.data.brisbane.qld.gov.au/data/dataset/bikeway-counts>

3

<http://www.cdbug.org.au/corroVicBridgeSpeed20090818.pdf>

Advocacy

Advice

Action

conducted by the Brisbane City Council occurring to increase the amenity of people wishing to cross the Victoria Bridge by bicycle.

The CBD BUG does not accept the assertion that current patronage figures are an acceptable reason that the Victoria Bridge should not be adequately provided with cycling facilities. The CBD BUG's view is backed by the TMR document "Priority Routes Map – South East Queensland – Addendum to Principal Cycle Network Plan, 2017" (please see figures 2 and 3). This lists the Victoria Bridge location and indeed the Melbourne Street corridor as a "Route Priority A" with a "focus of delivery in the next 10 years".

In light of this document the CBD BUG would like to enquire how Brisbane City Council intends to achieve this State Government proposal; or has the Brisbane City Council chosen to ignore this planning document?

Sincerely



Donald Campbell
Co-Convenor
Brisbane CBD Bicycle User Group

28 September 2017

CC

| | | |
|-----------------|--------------------|--------------------------------|
| Vicki Howard | - Councillor | - Central Ward |
| Jonathan Sri | - Councillor | - Gabba Ward |
| Grace Grace MP | -Qld State Member | - Brisbane Central |
| Jamie Forster - | - LNP Candidate | - State seat of McConnel |
| Kirsten Lovejoy | - Greens Candidate | - State Seat of McConnel |
| Jackie Trad MP | - Qld State Member | - South Brisbane |
| Simon Quinn | - LNP Candidate | - State Seat of South Brisbane |
| Amy MacMahon | - Greens Candidate | - State Seat of South Brisbane |

Figure 7.2: Path widths for a 50/50 directional split

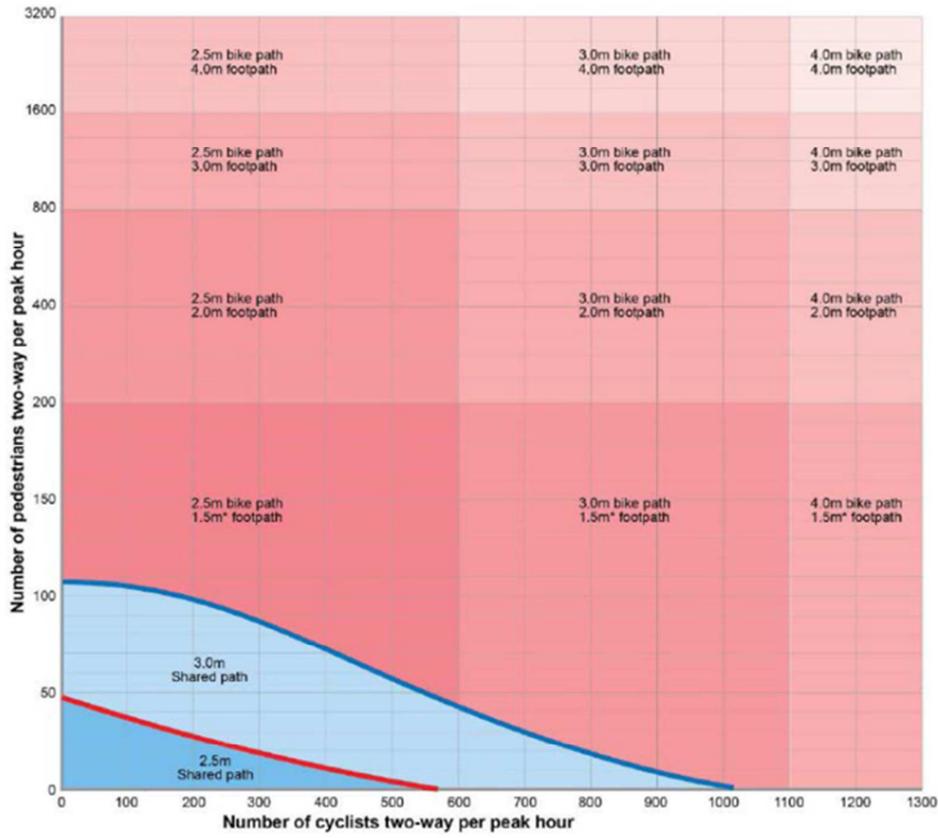


Figure 7.3: Path widths for a 75/25 directional split

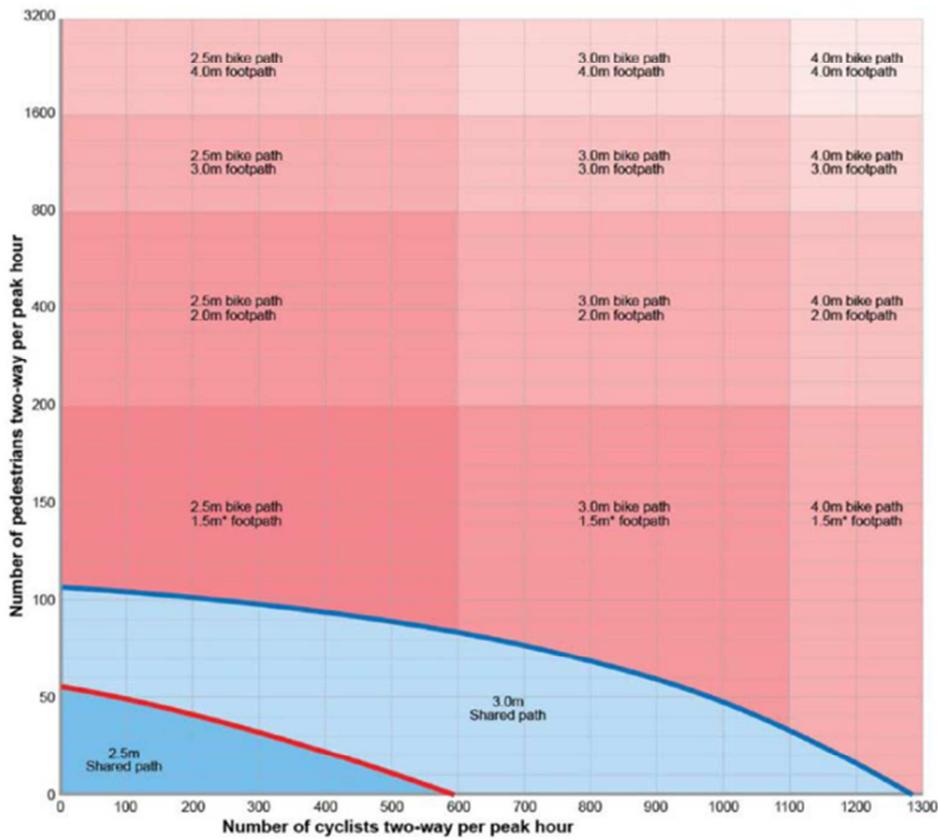


Figure 1

1.2 How were priority routes identified?

Principal cycle network routes were identified as Priority A (focus of delivery in the next 10 years), Priority B (10 to 15 years), Priority C (15 to 20 years), or Priority D (for delivery in the next 20 years or more). The priority given to each route was informed by workshops and consultation with local government and the Department of Transport and Main Roads regional officers, based on criteria focused on supporting trips to work, school, shops, and other major attractors. Consultation with cycling and other stakeholders will occur as part of future detailed investigations of the priority routes.

Figure 2

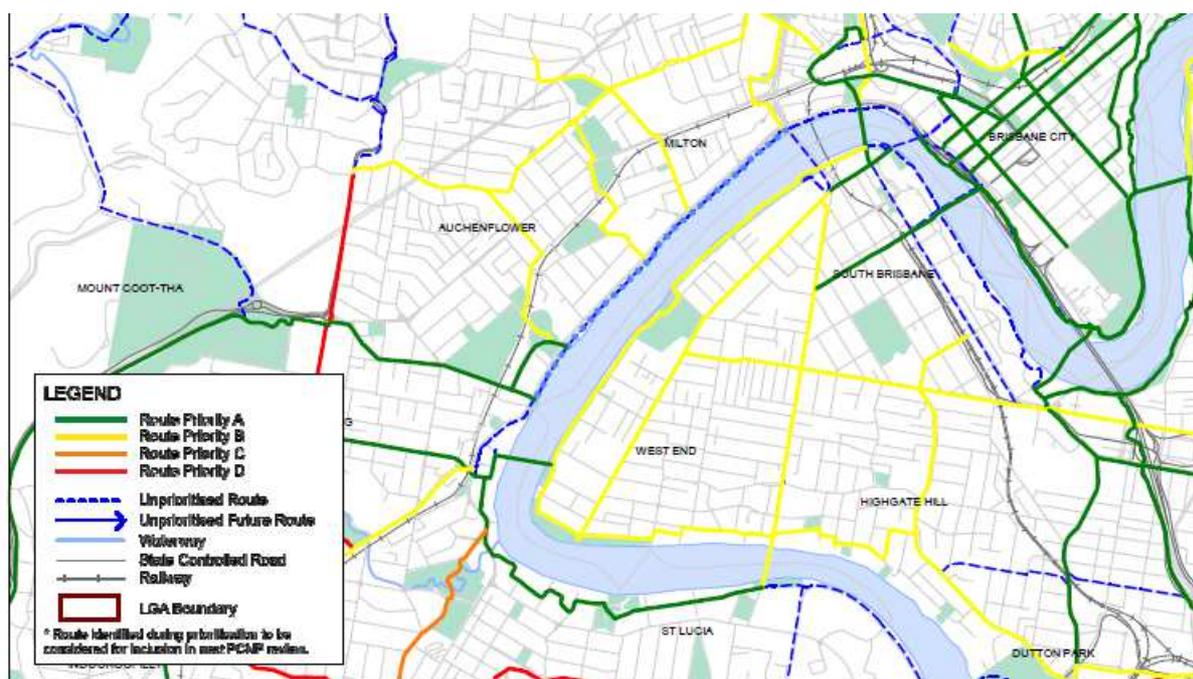


Figure 3